

Aviation News

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First Seabee to Rankin: First production Seabee amphibian to be rolled off the Republic Aviation Corp. line at the Farmingdale, L. I. plant has been delivered to Tex Rankin, president of Rankin Aviation Industries, Tulare, Calif. Above: Alfred Marche, Republic president (left), and Gordon Sleeper, sales manager (extreme right), deliver the plane to Rankin, Seabee distributor in California, Oregon, Washington, Idaho and Nevada, and his partner, Robert S. Norswing. The two West Coast men planned to fly four-place 215 hp. plane direct to the Pacific Northwest and California, conducting high altitude tests enroute.

Modified 'Connies' to Fly as Hearing Vindicates Plane

Structure, controls, engines OK'd; electrical bulkhead studs called fire cause.....Page 7

79th Congress Leaves Unfinished Aviation Business

Airport Development Act, 5c airmail, ICAO ratification only solid achievements.....Page 9

Continental Rises to Peak of Lightplane Engine Output

Two-year backlog at \$136,000,000; new plant built; expansion stock issued.....Page 16

Flying-Farmer Growth Points to Bigger Plane Market

Two meetings draw 881 lightplanes; predict 60% sales for these groups.....Page 23

Freight Load Triples as Non-Scheds Give Competition

N-S operators hauling 5 to 10 times volume of certificated carriers.....Page 27

CAB Pacific Awards Lay Globe-Girdling Foundations

PAA, TWA, Northwest work to close world gaps; India still stumbling block.....Page 29

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NO OF JANUARY

THE AVIATION NEWS

Washington Observer



EXIT McCARRAN?—Determined Pat McCarran, author of the Civil Aeronautics Act of 1938, and author of the billion dollar airport bill, sitting champion of Pan American Airways' All American Flag Line legislation, will be jostled out of the Senate's inner circle on aviation matters in the next session, it appears. Under the Congressional Reorganization Act, senators will be limited to two consecutive terms. McCarran now is expected to select a replacement on the Judiciary Committee, of which he is chairman, and the Appropriations Committee—two of the Senate's most powerful groups. This would mean he would give up membership on the Interstate and Foreign Commerce Committee which will take over jurisdiction of all transportation new aviation.

SHIFTS IN COMMITTEES—The limitation of senators to two consecutive terms will bring junior members of the two old Senate commerce committees to the top in the merged Interstate and Foreign Commerce Committee. Most of the senior members the aviation laws knowers will choose memberships on other committees. The closest aviation likely to rank immediately under Bailey, slated for chairman, are W. Lee (Poppy) Fox the President O'Daniel of Texas, who so far has shown no interest in aviation; John McClellan, of Texas, staunch supporter of the "community control" proposal; and Warren Magnuson of Washington, strong supporter of the Administrator's regulated competition for international aviation.

CAB KEEPS UP THE PACE—The Board's general speed-up in handling minor cases keeps up its pace, with current emphasis on expediting air transportation. In brief, here's the prospect for coming weeks. Board members are studying the North Central States and Texas-Oklahoma area cases. Decision is the fastest should be out in a few weeks. It is pointed out that the New England decision was released 3½ months after the proceeding was submitted to the Board. The North Central case should be less than four, although it covers more applications. The South Atlantic route decision, which reached the White House advocating PCA, now is expected "shortly." It was studied by President Truman and was returned to CAB for certain changes.

AIR POWER LEAGUE PUBLICITY—The problems of the Air Power League were brought into the open by ex-Additional Clerk, retiring senator. He asserted that (1) the AFL is the AAF suspending in aviation, and that the executive vice president (Jacob Smoot) poses as a civilian although he is still a regular army officer and served on the staff as assigned to Gen. Eaker's office, attached to the League; (2) the League was

granted an exemption on the ground that it would not attempt to influence legislation and thus would to spend \$50,000 campaigning for a single department of national defense. AFL is also undergoing close scrutiny by the Treasury Department.

MORE LONG RANGE AAF—Struggle Air Command will be making the headlines anytime in coming months. Few realize its importance as the backbone of U. S. air power. It will be built up in the immediate future on a strength of 21 very heavy bombardment groups, 12 very long range fighter groups, and three very long reconnaissance groups. SAC will use the Consolidated B-36 as its principal bomber.

SYMINGTON AND THE FUTURE—W. Stuart Symington, the striking assistant secretary of War for Air, is considered by many Peenings decision as the most likely to succeed of the various candidates for the job of Secretary of Air, if and when the assignment materializes. AAF officers were gratified at Symington's Detroit speech several weeks ago, his first vigorous and outspoken demand for unification, and hope he will continue to champion the cause as forcefully after his return from his round-the-world tour.

FEDERLINES AND ATA—The success of the Feder Airline Association's Washington meeting last week (see story on page 11) has prompted the large airlines to re-visit the question of whether federlines should be admitted to the Air Transport Association. Even before the meeting, ATA's Pres. E. S. East urged the airlines to give thought to the matter in advance of the September meeting of ATA's board. One federline president already has asked ATA whether he will be admitted, so he can decide whether to call for his support in ATA or TAA. One great advantage of ATA membership is its leadership in the issue of interstate government governing the movement of traffic among ATA members. Present ATA members fear a conflict of interests between themselves and federlines, and they feel ATA's present method of voting would have to be revised should the federline be admitted.

\$100,000 AIRMAIL DRIVE—Approval of 5¢ air postage by Congress gives the green light to a national airmail promotion campaign by the Post Office Department and the airlines. The Air Transport Association recently approved special expenditure of \$100,000 by the Airmail Committee of the Air Traffic Conference to promote the advantages of airmail over regular mail. The drive will start shortly.

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AVIATION • November 7

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August 13, 1946

Modified 'Connies' Will Fly Again As TWA Hearing Vindicates Plane

CAB safety chief gives structure, flight controls and engine clean bill of health; electrical bulkhead connections cited as fire cause, seat flights already begun.

Lockheed Aircraft Corp. rushing to make all modifications to its Constellation either previously devised upon or specified by CAA, expected to have the first of the modified transports in the air proving flights last week. Before the end of the month, the company is confident, many of the grounded airplanes will again be in operation. Other airlines, more optimistic, expect some "Connies" to be flying this week.

Deliberating that opinion were two main facts. First of some 80 changes prescribed by CAA, all but seven had already been agreed upon by Lockheed and its customers before CAA issued its list, and the company was already making these modifications before the end of the Civil Aeronautics Board hearing in Reading, Pa.

Plane Is Vindicated—The second item was the almost complete vin-

dication of the airplane itself at the close of the hearing. W. E. Koonce, acting chief of the aeronautics section of CAA's Safety Bureau, said that at the Reading hearing that his committee found no evidence to indicate that any part of the aircraft's structure or flight controls had failed. No evidence was found to indicate failure of the hydraulic system, the air conditioning system, live ejection system, fuel or oxygen systems.

What was at fault, it was nearly certain, was the unique method of conducting electrical wires through the air-tight bulkheads of the pressurized Constellation.

In a conventional aircraft, electrical cables pass through bulkheads from engine protection to motor and other components. Because the Constellation's bulkheads must be absolutely air-tight, passage of current was provided for by built-up brass bolts, or "shanks." The cables were attached to these studs on each side of the bulkhead. The shanks were thought to be adequately insulated from the fuselage structure.

Shank Were Evidence—Apparently, that was not the case. The six studs in the TWA "Connie" were removed, potted and partially destroyed. The deduction was that vibration had shaken these loose, they had short-circuited against inside of the cables, and the consequent sparks had set fire to insulating material.

Witnesses who gave this story at the fire were William F. Besser, chief of the aeronautics laboratory section of the U. S. Bureau of Standards, and Dr. F. N. DeWaal, chief of the Bureau's electrical instrument section, two "surgeon" experts paraded by the Safety Bureau. They declared the shank design was "dangerous."



SOME FIN:

One of the Hughes flying boat now being assembled in a special dock at Long Beach, Calif., is spotlighted by the comparison of the man in the huge vertical tail fin that has been put in place on the craft. The fin itself is 80 ft high and the distance between the keel and top of the fin is 12 ft. (Schmidt photo)

Engines Got O.K.—The Curtiss-Wright R-2500 engines in the Constellation were also given a clean bill of health in connection with the Reading fire, by Kenneth Sommer, power-plant specialist of CAA.

Following the close of the hearing, the situation regarding the airworthiness status of the big transport crystallized rapidly. At a Washington meeting with T. F. Wright, CAA Administrator, Lockheed, and the airline officially agreed the changes recommended by CAA. The principal ones are:

- 1. Replacement of bulkhead electrical connectors, the offending shank, with redesigned assembly, and of aluminum conductors in generator circuit with copper cables.
- 2. Installation of circuit breakers to eliminate shorting, or their replacement with proper fuses.
- 3. Addition fire extinguisher pro-

\$1,000 Hourly Loss

Capt. P. Bryan, TWA vice president in charge of internal flight operations, told the CAB hearing at Reading, Pa., that his company is losing \$1,000 an hour because the Constellation air-grounded in another report of TWA's Constellation operations, it was estimated that on both domestic and overseas routes the company had turned a profit of \$947,000 on the Connie since January.

Bryan emphasized that "there is complete agreement between CAA and TWA on the importance of protecting the public interest." We do not dispute or intend to put the Constellation back into service until we are certain that these improvements have been made and the plane has been certified as completely airworthy."



QUICK RELEASE

Dismissing from a Fairchild C-22 Perlet are 25 standard 300-lb. capacity Army containers that can be released in only six seconds by a new Fairchild electronic manual air jacking inside the cargo hold of the plane. All 16 containers, which are strong together, can be released by pulling a button which actuates the dropping mechanism and the rest of the system which returns the container to the position for another load.

testian in the rear section of the power plant installation.

Installation of improved exhaust collector ramps.

Difficult fuel injection will also be installed in the Conquest as fast as possible.

Agreement by Lockheed and the airlines to those and the other modifications. Began immediately after the crash, representatives of the carrier and of CAA were at Burbank, Calif., going over with Lockheed engineers, point-by-point, long-proposed changes in the aircraft. As

School Is Out

More than 40 pilots and co-pilots, scheduled for transition training as Candidates at TWA's instructional division school at the Reading Municipal Airport, have temporarily transferred to domestic service with the company until the inevitable certificate of the four engine planes are restored. Instruction is now limited to two C-26's, an issue from the War Army Administration, and navigational training on two DC-7's.

and not extend the suspension order. In return, the airline voluntarily is reconsidering the certificate of the Candidates they own. That will keep the aircraft on the ground until the modifications have been made and a new certificate issued for each plane.

How long this will take was the big question mark last week. But American Airlines and TWA, the main domestic lines affected, were already at work on changing their own aircraft last week. But how much national or regional they would have to get from Lockheed or other sources was not immediately determinable.

Gibsonair Crashes During Stress Testing

One of the four Douglas C-74 Gibsonair transports that had been delivered to the Army crashed at Los Angeles last week. Four civilian crew members perished in the crash. The plane had been returned to Douglas for stress tests during which it was operated at abnormal high gross weights. An engine was reported to have broken loose during a dive. Douglas is building 13 additional C-74's for the Army. A few days preceding the accident, the same aircraft lifted what was termed the greatest weight ever to leave the earth when it flew at a gross weight of 372,000 lb.

Navy Air Bill

Chairman Carl Vinson (D, Ga.) of the House Naval Affairs Committee recently introduced legislation authorizing the Navy to establish a \$12,000,000 aviation training center at the Annapolis Naval Academy. The aviation project had been on the Navy's books for several years. House Appropriations Committee, however, year after year has knocked out funds for the project.

79th Congress Leaves Stock Of Unfinished Aviation Business

Airport Development Act, 5 one annual and ICADO resolutions are only solid achievements of departing group, Lea plans new attack on transport problems at next session.

The 79th Congress, a slow-motion congress on aviation matters, adjourned after failing to enact basic legislation for both military and commercial aviation. The \$1,800,000,000 Airport Development Act and Senate ratification of the International Civil Aviation Convention, drafted at Chicago in 1944 stand as the only two major accomplishments of the 79th Congress on aviation.

Credit for enactment of the airport measure goes to Sen. Pat McCarran (D, Nev.), Rep. Clarence Lea (D, Calif.), and Rep. Albert Schweitzer who publicly and successfully engineered the legislation through opposition in both houses. PHCAP First Step—The aviation community, which recently urged the United States to membership in a permanent International Civil Aviation Convention, steps in the Senate Foreign Relations Committee for a year and a half, and was reported out of the committee and ratified by the Senate only after a pro-draft President Truman.

In military aviation, the Congress adjourned without deciding the basic issue of the postwar status of the air services. The Administration's armed services unification bill, setting up a single Department of Common Defense with three autonomous subdivisions—air, land and ground forces—was reported out of Senate Military Affairs Committee, but blocked from Senate action by Navy opposition.

With the previous authorization of the air services a question mark, action in Congress to modernize military and naval aircraft procurement policies was withheld. Members of the Senate's War Investigating Committee mailed over proposed changes in the present-day provisions of the 1926 Air Corps Act. Chairman Carl Vinson (D, Ga.) of the House Naval Affairs Committee introduced, but did not reach, legislation repealing two outmoded provisions of the Vinson-Trammell Act: the provision setting a 14 percent profit ceiling on Naval aircraft, procurement restrictions and the provision requiring the Navy to manufacture 79 percent of its aircraft at the Philadelphia factory. The need for fundamental legis-

lation in the transportation field was recognized by the House Interstate and Foreign Commerce and Senate Interstate Commerce. Each group passed far-reaching studies into all aspects of the transportation field as preliminary to eventual transportation legislation.

Frederick B. J. Investigator—The House committee's investigation is now moving forward. Shortly before the Congressional adjournment, chairman Clarence Lea (D, Calif.) of House Interstate appointed Dr. John Frederick, formerly at the University of Texas, and now a transportation specialist on the faculty at the University of Maryland, to direct the investigation. Lea plans to have a comprehensive report, which might require transportation legislation based on it, in readiness when the 80th Congress convenes in January.

The McPrindle resolution, authorizing the Senate committee to make a similar transportation study—including a thorough review of air transport—was blocked by the

Air Show Approved

The way was cleared last week for U. S. aircraft manufacturers to participate in an international work in Buenos Aires, Sept. 13-18, when the State Department finally gave its okay after stalling with an aviation embargo by the Argentine Government on July 1.

State originally frowned on the invitation because plans announced exhibitors at military plants, and the Department's long-standing policy has been not to make export licenses for military aircraft. Such approval of U. S. participation covers only exhibition of civil planes and it has been the invitation will now be passed on to the aircraft industry.

Meanwhile, British manufacturers some time ago accepted the Argentine bid and are making plans to exhibit their planes. Another foreign country likely to be represented in Buenos Aires is a hoped-for show in the new Los Angeles business. Six new French lightplanes of different types have now been shipped to Argentina and are assembled for flight displays.

The initial display was not too impressive. On one of the first flights, a wing fell off in a dive, the plane crashed and killed its two occupants, both French.



FLIGHT TRAINER

This electronic flight trainer, developed for Curtiss-Wright Corp. by Dr. R. C. DeHaven (right), simulates flight characteristics of a two-engine fighter plane similar to the Lockheed P-38. Other units, representing single-engine AT-6 trainers, are in production for the AAF. (Marvin and Robson photo.)

U.S. Plane Production 17,385 Since VJ-Day

Speedy attainment of contract terminations by AAF enabled war-making industry comeback possible.

The aircraft industry by last week had delivered an estimated 17,385 airplanes in the first year since VJ-Day, when a \$12 billion-a-year business collapsed under a shower of contract cancellations.

The day following the surrender of Japan, the AAF sent \$880 million orders to 3,700 contractors to cancel contracts worth \$7,868,600,000. By February, 1946, 18,112 contracts involving \$15,625,448,688 had been cancelled. Last week there remained uncancelled only 125 cases involving \$1,846,000,000, half of this with war company.

Cashback Credit—To the speedy termination of contract terminations, and the related problems of plant clearance, industry officials say, the war-made were credited the noticeable comeback of an industry that had given longer during the war than any other and consequently was hit harder by end-of-the-war cancellations.

All told, until June 1 of this year, the AAF had cancelled \$7,124 contracts worth in excess of \$21,699,000,000. Nearly 37,048 of these contracts were settled at a cost to the government of \$1,254,944,860. Two years ago it required eight months to settle the average flood-price claim. By last week, that time had been cut to an average of two and one-half months.

As of May of this year, there had been received 61,938 plant clearance requests; 60,222 had been completed. At that time, there were 11,475 plant clearance requests on hand over 60 days old.

What makes the record look even more noteworthy is that contract cancellations did not stop with VJ-Day. They are still continuing, at the most of the cases remaining cancelled last week were those cancelled after August, 1945. Delivered the greatest amount of money was involved in those claims pending since the war-end cancellations.

Flow Out—Henry D. Brown, AAF's newly appointed director of claims arising out of the cancellation of the close of World War I of contracts which amounted to about \$5,000,000,000 took several years and much litigation. This time, the job was practically accomplished in one year. Behind that accomplishment was complete cooperation be-



EVOLUTION OF A SPECIES:

John K. Storch's decade-plus of experiments with flying saucers brought forth many questions before completion of the present X-29 bomber. Another in that series is the new-carrying glider version of the flying wing (see page 10). It was built to test the flying efficiency of the flying wing design for jet-propelled bombs. With a wingspan of less than 20 ft., it now will be used for research at Wright Aeronautical Institute.

between the industry and AAF, and what amounts to an object lesson in preparedness.

In March of 1945 the AAF had a termination rate consisting of four officers and two sergeants. A little more than a year later—and more than a year before VJ-Day—AAF had some 1,580 officers and 483 enlisted men working on the various phases of processing contract cancellations and other readjustment claims.

At the same time, at the suggestion with the aid of procurement officials, the AAF was setting up special staffs to study their end of the problem. A contractor training program covered 34,063 war contractors. Later, when the cancellation evaluation board was set up, there were 114 peacetime "termination teams" in operation to settle the claims that could not be handled by local officials.

Molloy, Society Head WAA Electronic Division

George H. Molloy has been appointed director of War Assets Administration's electronics division. He was formerly director of the aircraft components and parts division of WAA. Charles H. Chapman takes over Molloy's old position.

James Molloy, WAA vice-president in charge of aircraft, has been put in charge of electronics division, in addition to his aircraft duties. He selected Molloy for

the new post on the basis of the latter's administration of the components program which involves the use of trade channels under agency agreements, a system which has been adapted also for the disposal of electronic equipment.

Aircraft Workers Pay Still Near War Levels

Despite a postwar drop back in overtime, workers in the aircraft and aircraft engine industries, through increased hourly rates, are sustaining "take home" pay only slightly below the wartime level, according to the Bureau of Labor Statistics.

Weekly "take home" in aircraft and aircraft plants in May averaged \$61.41. This was 13 percent or \$4.28 less than the average weekly "take home" of \$65.69 in May, 1945. However, the average workweek in the aircraft industry in May was 12 percent shorter than during May, 1945. Hourly average of aircraft workers in May (\$1.51) was 37 percent above May '45 average.

In aircraft engine plants, weekly "take home" pay in May averaged \$58.34—\$2.14, or 3.5 percent, less than during May 1945. The May, 1946, workweek in aircraft engine plants (41.4 hours) was 61 percent shorter than the May '45 average.

New Carrier Group

Plans to form a national association of non-scheduled carriers to coordinate the work of the Southern Air Transportation, New York, the Contract Air Carriers Association of Miami, and Air Transport Corporation, Inc., of the West Coast were developed at a recent meeting in St. Louis. It was the first meeting of a committee to form the new group.

A national convention has been set for August 29-30 at Washington, D. C., with up to 300 representatives of the non-scheduled carriers expected to attend. At the time, it was planned to develop the new organization, brief, statistical exhibits and suggestions will be presented to present to CAB its findings on N.S. regulations that fall.

Proposed setup of the national association will be for the Southern Air Transportation, Inc., and ATO—to combine within the country-wide group, with the possibility of a fourth organization being formed in the Mid-West.

SPECIAL AIR SERVICES

CHARTER NON-SCHEDULED INTRASTATE

CAB Getting Non-Scheduled Data for Economic Controls

Regulations pouring in on Board show 64 operators using fleet of 261 large airplanes, entry carriers confined on regulations.

Regulations filed by non-scheduled air carriers with CAB under Section 301 of the Board's Economic Regulations, a Department from CAB on its earlier operating certificate under new Part 43 of the Civil Air Regulations, and 3. Applying to CAB for a certificate of public convenience and necessity.

Part 43 of the CAB permits to safety regulations only, efficiency, emphasis, and requests for air carrier operating certificates under Part 43 should be received by CAB regional offices or at Washington headquarters before Sept. 18. There is no deadline on applications to CAB for certificates of public convenience and necessity under its Economic Regulations, and these certificates are not required by law for non-scheduled operators.

Other industry developments

Private Public Airlines Ltd. John P. Boyd, president of the company, has announced a tentative schedule for the company's first flight, a charter flight from New York to Los Angeles, Sept. 18. The flight will be a charter flight from New York to Los Angeles, Sept. 18.

CAA Estimates—This compilation would estimate that between a third and a half of the larger non-scheduled operators have registered the Civil Aeronautics Administration's proposed (Aviation News, June 20) that non-scheduled operators had 238 transport-type aircraft, including 76 DC-4's, 12 Curtiss Commandos (C-46's), 335 DC-3's and 181 Lockheeders.

A number of carriers filed regulations evidenced confusion in distinguishing between three distinct phases of federal air carrier regulation: 1. Registering and submitting financial and traffic data to CAB by Sept. 3 under Section 301 of the Board's Economic Regulations; 2. Registering from CAB on its earlier operating certificate under new Part 43 of the Civil Air Regulations; and 3. Applying to CAB for a certificate of public convenience and necessity.

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plans covering both passengers and property. Company wants one C-47 and one DC-3 for charter flights. An application for a charter flight from New York to Los Angeles was recently filed with CAB. CAB has been asked to consider the application for a charter flight from New York to Los Angeles, Sept. 18. The flight will be a charter flight from New York to Los Angeles, Sept. 18.

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Santa Fe's Skyhook
One of a fleet of seven C-47's, this plane recently made the company's first commercial flight when it landed a load of mail. People in the crowd and the crowd in Los Angeles to a Chicago restaurant chain. The plane was recovered for the airline, a subsidiary of the Airlines, Toledo, and Santa Fe Railway Co., at Grand Central Airport, Glendale, Cal.





OPEN ROUTE:

Clyde Pennington, named-the-airfield fuel, is shown at the controls of an Air Transport Corp. DC-3 prior to departure from La Guardia Field on ATC's first flight. Paul L. Drennonville, Tex. A. L. Patterson, ATC president, stated that preliminary survey trips had indicated need for the service. He added that he was looking forward to the time when the new venture can tie in with the operations of Red Aero Mexicana, a Mexican affiliate recently purchased by Patterson interests.



JACK OF ALL TRADES:

A new Indian motorcycle and trailer combination, shown loading on Air Freight, Inc., DC-3 at Newark Airport, serves as an "armed dog" around the field and a personnel carrier in addition to its utilization as air cargo pick-up and delivery. Equipped with various benches, the trailer has a capacity of 180 cubic feet, weighs 890 lbs. and will carry a load up to one ton. The rails of the trailer pull down, forming seats to accommodate 20 people.

can still buy holders in Atlanta this week to learn the status of the Green duty laws.

Health Control Air Transport, Inc., Fayetteville, Ark., will receive permission to carry a route according to a scheduled route with the state Public Service Commission. Company plans early opening of the route to the north.

W. Lee Oklahoma City, Oklahoma, is offering the acquisition of GATV service to certain Arkansas routes.

Union State, Wisconsin, recently announced the start, end, and date of delivery extension by adding those dates to the Wisconsin State Transport Commission's records to it.

Flying Airways, System, N. Y. plans to make a new daily service between New York and Philadelphia.

Trans. Airlines, New York City, is offering daily flights between New York and Boston Lake.

Laurel Field, N. Y.

POA Planning More Services for Orient

With the additional four-engine equipment to be available shortly, Pacific Overseas Airlines (Aviation News, June 3 and 10) is developing plans for new non-scheduled contract flights from the U. S. to Australia, Hawaii, the Philippines, China, Korea, Japan and Alaska.

New carrying method supplies other cargo, and passengers to Shanghai for UNRRA. POA flew four round-trip between May 7, when the operation began, and July 12, using a single DC-4. During this period, 44,506 revenue passenger miles were flown for UNRRA, with

Mission Protests

A vigorous protest against CAB's proposed extension of Hawaii from the route which may be served by non-scheduled operators from the mainland has been registered by the National Navigation Co.

Motion, which is conducting a non-scheduled common carrier service between West Coast ports and Hawaii, pointed out that Amendment 3, Section 501 of the Board's Economic Regulations, would preclude operators from Hawaii while permitting them to operate between the U. S. and Alaska, Canada and Mexico.

Extension of Hawaii from the route which can be served by non-scheduled operators would be an arbitrary and capricious abuse of CAB's discretion, Motion asserted.

18,775 lbs. of cargo carried 168,234,227 lb. miles and 237 revenue passengers carried 3,543,191 revenue passenger miles.

Total revenue was about \$604,113, with an estimated \$42,460 net operating profit. The UNRRA contract provides for cargo contracts between California and Shanghai at \$3.35 a pound, and passengers are flown at \$350 each. Approximately 118 full-time employees are engaged in the UNRRA phase of POA's activities.

At present, flights involving use of POA's own equipment bulk small in comparison to services performed for the Army Air Transport Command under contract from United Air Lines. These latter operations, conducted with Army C-54s, include frequent flights to both Japan and Hawaii.

However, a second DC-4 is expected to go into non-ATC contract service this month and a third early in September. Both of these planes are essentially of the cargo type, but are equipped with all emergency and safety equipment to carry passengers.

Broker Operates Flights

Charles H. Babb Co., Grand Central Airport, Glendale, Cal., airplane broker, is continuing non-scheduled flights from the Glendale and Los Angeles area to points in the U. S., Canada, Alaska, and Central and South America. While most trips are made with planes on hand for eventual sale, the company intends to acquire one of the new Beech C-45, one Cessna 750 and two single-engine craft for non-scheduled activity.



High Speed with Minimum Weight and Space
these are assets of
JET PROPULSION

As swift as sound—the new miracle planes owe their tremendous speed to the jet propulsion engines that power them.

High speed—light weight—extreme compactness—these are three basic requirements of today's jet propulsion engine design.

Working closely with manufacturers of these new engines, Foote Bros. have produced accessory drives which are geared to the shaft of the turbine and which provide the power necessary to operate pumps, starter motors, generators and other equipment.

This specialized application suggests one use of Foote Bros. Power Units. On any type of machine or equipment they permit coast coupling of operations from remote control. Particulars may be predetermined and held to close limits. These Power Units may be used to operate linear or rotary motion.

Your engineer may find an idea for improving your product in the Power Unit Bulletin recently issued. Foote Bros. engineers will gladly work with them on the design of a unit to meet your specific need.



A recently issued Bulletin on Power Units gives complete engineering data on "packages of power" will be used in a new, after-usable in a definite or Aircraft Quality Case.

FOOTE BROS. GEAR AND MACHINE CORPORATION
Dept. E, 4143 South Western Boulevard • Chicago 9, Ill.

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Better Power Transmission Through Better Design

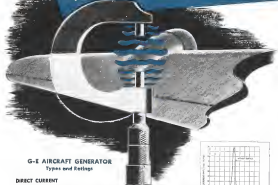
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Precise VIBRATION MEASUREMENTS



G-E AIRCRAFT GENERATOR
Types and Ratings

DIRECT CURRENT

Type P-2, at rated 200 amp at 30 volts, 4500/8000 rpm; or 3000/8000 rpm. Type S-1, 200 amp at 30 volts, 4500/8000 rpm or 3000/8000 rpm. Type Q-1, 400 amp at 30 volts, 4100/8000 rpm. All have a rectifying air-pressure value of 6 in. Hg.

A-C CONSTANT FREQUENCY

400-cycle, constant-frequency alternating-current generators are rated 40 kva, 208/120 volts, 8000 rpm, and 20 kva, 208/120 volts, 8000 rpm.

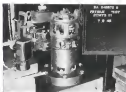
A-C VARIABLE FREQUENCY

Turbine-frequency ac generators are rated 200 amp, 30 volts, d-c (30 amp, 120 volts a-c) 4400/9000 rpm, and 30 kva, 208/120 volts (400-800 cycle a-c) 4500/8000 rpm.

GAS-TURBINE STARTER GENERATORS

Built to deliver 400 amps at 30 volts d-c, 3700/7200 rpm. As a starter, the unit develops 330 inch-pounds torque at 1500 rpm, 340 amps, 20 volts.

Stator/shaft response of generator assembly with and without friction-plate damper.



Apparatus for vibration test on generator frame.

...SHOWED US HOW TO BUILD Stronger AIRCRAFT GENERATORS



THE NEW FLANGE

Early in the war, Army officers asked us to design a high-output, light-weight electric generator for those heavy bombers. At that time, vibration and its effects on engine accessories was still a mysterious "bug." Its major causes were periodic forces and torque due to the combustion cycle, unbalanced inertia, and aerodynamic reactions. Very little information was available on the vibration characteristics of accessories on aircraft engines, and design was primarily based on past experience.

There was no doubt about what vibration could do to a generator. Either the mounting flange or end frame cracked, mounting screws broke, or the armature drive shaft and coupling failed. Excess air-fuel deterioration also occurred.

VIBRATION DATA NEEDED

Our first job was to determine the characteristics of vibration of generator installations and to obtain data which would provide correlation between flight and laboratory tests and design. Exhaustive flight tests and measurements were made on the Army and Navy "Brewers"—the B-17 and the B-24, the B-25 and the PB-24. On the basis of flight and laboratory tests new designs were made. Additional flight measurements and flight endurance tests were made on new designs to decrease their injury factors.

Guided by the data which these tests produced, G-E design engineers developed a generator housing with an adequate safety factor. Yet it was remarkably lightweight. This design absorbed tremendous punishment from vibration with no ill effects. This was proved during an eight-performance test where no failures were reported after months of flight testing. Made of forged steel, its specially designed mount prevents the concentration of destructive vibration stresses.

NEW DAMPER EASES VIBRATION

The quill-shaft and friction-plate damper assembly found on G-E aircraft generators is also a result of G-E vibration studies. This assembly, by absorbing engine vibration, has prevented countless drive-shaft failures. The location of the damper is shown in the curves on the opposite page.

At the war's end thousands of military transport and combat aircraft had been equipped with vibration-proof G-E aircraft generators.

THE VALUE OF G-E RESEARCH TO YOU

Whether you are concerned with generators, voltage regulators, relays, or complete power systems, you, too, can profit by G-E's basic research in the aviation field. It is your assurance of full-rated performance of aircraft electrical equipment. You are cordially invited to discuss your electrical problems with a G-E application engineer. *Aircraft Dept., General Electric Company, Schenectady 5, N. Y.*



GENERAL ELECTRIC

GE-100-1000



NEW FRENCH TRANSPORT:

One of the latest of the French passenger designs is this S. O. 332 transport monoplane with tricycle landing gear. It has a pressurized cabin, and carries 30 passengers by day, 18 by night, and a crew of four. With a wingspan of about 52 ft., it has a maximum weight of 35,500 lbs. Powered by two Gnome et Rhône engines of 1,200 hp, it cruises at 270 mph, and has a range of 1,600 miles.

Tri-Rotor Helicopter Designed for Spraying

The Ceres Air Horse, tri-rotor helicopter under development at Great Britain, is designed primarily for use as an crop-spraying machine. Not yet flying, the Air Horse is expected to have a 30 mph. economical cruising speed, and 115 mph. top speed, with a hovering duration of 34 hours while carrying 3 tons of payload.

A 980 hp. Rolls Royce Merlin 32 motor drives the aircraft by transmission shafts extending from a central gearbox in each of the three rotors in three blades each. These are on pylons, spaced at 120 degrees in platform, extending from the steel tubular fuselage. Blades are composite light alloy and glass-laminated wood, tapered but constant in chord—constant ratio.

Differential collective pitch of the two forward rotors gives control in rolling, while in pitching, differential collective pitch between the front rotors and rear rotor controls yawing motion. In descent, by differential cyclic pitch of the two front rotors. An hydraulic servo booster and master controlling system. Tailrace is counteracted by a

slight timing of the axes at the craft's three rotors.

An axial flow variable pitch fan and radiator cool the engine, which is placed behind the central cabin. The crop-spraying pump and tank are in the cabin, and are operated by a second crewman who sits behind the pilot.

In case of engine failure, the rotor blades pitch automatically to demand to pitch required for autorotation, and an over-riding clutch is provided to permit safe rotation. A mockup of the Air Horse was displayed recently at an air show at Farnborough.

Airway Power Production Keeps Fairchild Plant Busy

With production of Perseus planes (C-52) for the Army now at eight a month, Fairchild Engine and Airplane Corp.'s engine division at Hagerstown will be occupied with military orders for the Perseus through about 1967, according to general manager Richard R. Bonick.

Fairchild expects to have more than 100 of the big cargo planes flying before the end of this year. Meanwhile, demand for the com-

mercial version is increasing to such an extent that Bonick expects the plant to continue at full production for months after the fulfillment of the Army contract.

Douglas Will Compile DC-4 Trouble Record

Through an arrangement with 14 airlines, Douglas Aircraft Co. will compile a monthly composite record of trouble and corrective action on DC-4's. The airlines will make reports on standard forms which are applicable both to the DC-4's and DC-7's.

The procedure is double-edged in that it will enable airlines to compare notes, and at the same time give the Douglas service staff an idea of suggestions for better service procedures. A by-product may be to suggest possible design improvements to the manufacturer's engineers.

This scheme is another phase of the extended Douglas service program in which the company figures to spend about \$1,000,000 annually, according to James S. Ferris, company service manager.

One of the features of the new program is the establishment of branch offices at San Francisco, Dallas, Kansas City, Atlanta, Miami and New York which will be staffed by representatives empowered to give technical assistance to users of Douglas equipment, both scheduled and unscheduled.

Other features of the program are a school for maintenance and flight personnel, authorized Douglas service centers, headed by the company and kept informed by Douglas of latest developments and techniques, a special staff for development of maintenance handling and loading equipment.

Australia Jet Highways Vespene Jet Highways

The Havilland Vespene fighters will be built in Australia, by the Commonwealth Aircraft Corporation. They will be powered with Rolls-Royce type gas turbine engines.

Jet engines for the Vespene will be built at the De Havilland works at Blackburn, Adelaide, Sydney, and gas turbines will be made under license by the Commonwealth Aircraft Corporation at Melbourne's Island, Victoria.

First jet plane to reach Australia, an unarmament Meteor, arrived at Melbourne recently.



"Air Horse" Mock-Up. This full-scale model of one of Britain's latest helicopter designs was shown at a recent air fair. (Airplane photo)

FINANCIAL

Leading Lightplane Stocks Decline In a General Slump in Market

Aircraft shares may show original price but Piper and Globe selling under offering figures

Increased interest in lightplane production has not been reflected in the market prices of the securities of the major builders in this field. Virtually all of the equities of the leading lightplane manufacturers have declined in recent months. The general market has submitted to a similar trend. The same pattern prevailed in both industrial, disappearing earnings resulting from reinvestment problems, failure to receive needed funds, and parts, and related difficulties.

The lightplane industry affords an interesting situation where it becomes possible to take a position in the convertible stock market with as little as three of the companies.

Two of the major issues are selling at discounts to their original offering price.

Aircraft Earnings Good.—Aircraft Corp., which has far surpassed the best earnings record of the group, has the best earnings record. A total of 15,000 shares of 50 cent cumulative convertible preferred stock were sold at \$10.00 per share in December, 1944. These shares have since sold at a high of \$10. Currently, the price is around \$17. This stock is convertible into the common at \$7.50 per share. It is this conversion right which has spurred the price of the preferred stock.

The preferred carries an annual 50 cent dividend per share, payable quarterly. It is cumulative and has been paid to date. A strong sinking fund is also present. The preferred is callable at \$11 per share. After heavy reserves and other charges, the company showed net earnings equivalent to 41 cents per share for 1944.

The company has reported a daily production of 42 planes and expects to build 18,000 units during 1947. Current earnings figures are available.

There are a total of only 157,163 common shares outstanding and

48,900 warrants to purchase common stock at \$7.50 per share. **Piper Aircraft.**—Piper Aircraft Corp. marketed a new issue of 150,000 shares of 4 1/2 percent convertible preferred at \$10.75 per share in May, 1946. (The company reported \$10.75.) These shares are currently selling around \$10.95. The stock is convertible at the rate of 4 1/2 common for one share preferred and is callable at a price of \$18 per share.

The initial quarterly dividend of 11 1/4 cents per share was paid on July 15.

The company showed net earnings of \$14,150 for 1945 or 21 cents a common share compared to 44 cents a share during 1944. The company is believed to have operated at a deficit during the first half of 1946.

Globe Aircraft Corp. sold 104,000 shares of 3 1/2 percent cumulative convertible preferred at \$10 per share in April, 1946. These shares are now around \$14. The conversion rate is one and one-eighth shares of common for each share of preferred. The common is currently selling around \$9 per share. Dividends on the preferred have been paid since that time, giving it a high yield. The stock is callable at \$11 per share.

Globe Shows Loss.—The company, leader of the South, has had its production problems and for three months ended May 31, 1946 showed a net loss of \$91,327, equivalent to 28 cents a share on the common stock. There are a total of 450,000 common shares outstanding.

Consolidated Aircraft, which has far out-capitalized 100,000 shares of common stock, is currently selling around \$6 per share. A few years ago it sold at 14 1/2 for its peak price. The company earned 73 cents per share for the year ended September 30, 1945. In the earnings figures of Consolidated Aircraft are not available.

Airline Earning Prospects Brighter

Investment service predicts end of early 1946 decline in new equipment goes into service

The airlines have turned the savings corner in the opinion of a current analysis released by Standard & Poor's Corp., investment advisory service. Sharp traffic gains and large savings have been considered likely for the second half.

Commenting on the fact that deficit operations during the early part of the year were due to the costly conversion of military equipment to civilian use, Standard & Poor's anticipates a substantial jump in traffic and revenues to the quickening tempo of acquisition of long-awaited equipment starting in March. In the process, operating costs will also drop. As a result, Delta, National and United chalked up profits in March and were followed by American and Chicago & Southern in April and Northwest in May. Eastern has consistently recorded savings, and three other lines, Braniff, PCA, and TWA, were on the verge of profitable operations at the end of April.

United's worst operating first quarter deficit in April, while in May, National, whose fiscal year ended June 30, turned a deficit of seven months' duration to per share earnings of 10 cents. **Wells Fargo.**—Upward trend—Anticipations of the upward earnings trend is indicated by the expected introduction of additional four-engine equipment, and by the continued high passenger load factors. On April 1, domestic airlines owned and controlled some 100 DC-4's and Constellations, not all of which had been placed in revenue service. During the second half of 1946, at least 150 more DC-4's, DC-6's and Constellations are expected to be added to the domestic fleet, affording a capacity increase which the airlines are now in a position to handle without appreciable further expense. This is also promised as the arrangement of quick return of the Conquest.

In Standard & Poor's viewpoint, current prices of the stocks for the low yield have fully reflect the unfavorable earnings developments of earlier this year but have not yet begun to discount the brighter prospects in view.



For the "Swift Completion of their Appointed Rounds"

The road goes through!

For "weather space not rain nor dust nor gloom of night" says these engineers from the swift completion of their appointed rounds—"the end of a good Government service."

"Swift completion" has become an increasingly important part of this service—and Air Mail has lent wings to the Post Office Department's traditional speed.

With characteristic imagination, Fairchild engineers now offer new wings for the mail. They have created an interior arrangement for the Packet that converts this cargo carrier into a flying mail car—a plane to carry air mail as efficiently and safely as by the rail.

It is the logical answer to the ever increasing demand for mail by air. With an ability to use low-draw average length runway to carry heavy loads economically for long or short distances to land and discharge cargo fast, the Packet is a transport to value immeasurably the scope of Air Mail service—even to off-the-line points.

With the design for a flying mail car, typical Fairchild engineering ingenuity has again created the "mash of reason" in the planes of today—converted the versatile Packet into a transport that anticipates the day when all first class mail will be sped toward its destination by air.



A LOOK INSIDE: The ingenious wiring section permits air mail desks to sort mail in flight.

Fairchild Aircraft

Division of Fairchild Engine & Airplane Corporation, Garden City, New York

PRIVATE FLYING

Flying Farmers Rapid Growth Points to Bigger Plane Market

880 lightplanes gather at Stillwater, Purdue fly-in, 60% of civilian small plane sales predicted for these groups.

Rapidly growing interest of the American farm population in the utility of the lightplane as an overall work and pleasure vehicle, is causing many aircraft manufacturers, distributors and dealers to revise their planning upward about the potential of this big immediate market for lightplanes.

Two fly-in meetings of farm flyers, recently in Stillwater, Okla. and Lafayette, Ind., brought a total of 881 planes, with 1,025 flyers to these two places. Larger of the two gatherings was a regional meeting of farmers of Indiana, Illinois, Michigan and Wisconsin, who landed 542 planes at Purdue University airport.

Besides the 1,200 planes who flew to Lafayette, the meeting attracted 6,000 others, who drove there in 1932 cars. Many of these, too, were flyers who left their planes at home because they wanted to bring their families and neighbors to the meeting.

First Convention—The Stillwater meeting, the first National Flying Farmers Convention at Stillwater, A. & M. College, attracted 400 flying farmers in 320 planes from 17 states, ranging from California to Ohio, and from the Mexican to the Canadian borders. Since the dawnings at Stillwater last year, the farm National organization, state flying farmer associations have been formed in 25 states, and farmers in six other states have begun preliminary organization.

It was estimated that only a small group of the flying farmers attended both meetings, so that the total of planes and flyers is largely unduplicated.

At least 60 percent of all single-engine civilian planes produced in 1947-1949 will be bought by farmers, Arthur Brennan, Den Moore, chairman of the CAA Non-subsidized Flying Advisory committee predicted in a paper which was read for him at the Stillwater meeting. Brennan called for discontinuance of federal airport and funds, and for taking control of private flying out

of the hands of the federal government, except for economy traffic regulations and control. Brennan's paper produced a large increase in the number of small light strips in rural areas, and urged that "homestead red tape" imposed by government agencies on design and production of private planes, be eliminated.

Plane Profits Growth—John Lee, Call member, predicted that the farmer would be the greatest user of the private plane, which would enable him to be as much at home in the business centers of the country as on his ranch or farm.

Lt. Gen. Irv. C. Baker, deputy AAF commander, pointed importance of the flying farmer movement in broadening the national defense structure, and warned "I believe as loud as in greater need than it has ever been."

Henry Beachcroft, Calumet, Okla.,

planner flying farmer, was awarded the Farmer-Roadman Magazine trophy for the biggest contribution to rural aviation, while Mr. and Mrs. David Treggie and their three daughters, of Buffalo, Okla., won a trophy given by Successful Farming magazine, for the family with the most flying members. A. L. Colson, 18, of Lyon County, Texas, was the oldest active pilot-farmer present. Fifteen flying farmers from Kewanee County, Okla., was an award as the largest county delegation.

Planes Displayed—On display at Stillwater, besides an AAF Stearman biplane, were Astoria Champion and Chief, Cessna 130 and 140; two Evecoops, Puck Dog, two Gladiators, with 48 and 120 hp, two Luscombe Stinsons with the new all-metal wing; Piper Super Cruiser and Cub Trainer, two Stearns Peapack 130's.

The national meeting defined the following objectives for 1948-49:

1. Airlineing, cooperating with CAA and state aviation schools for a widespread uniform armacking program.

2. Analysis of existing aviation instruction, and analysis of the eight records of all flying farmers.

3. Cooperation with state department of education, schools and colleges for a more comprehensive aviation education program.

4. Unified effort to keep aviation tradition at a minimum during the de-



NAVION CAPACITY:

With rear seat removed, the four-place North American Navion can be converted to a light cargo carrier, while still handling pilot and one passenger. Photo shows how packages and luggage weighing 425 lbs. are loaded into the available 48 cu. ft. of cargo space. Storing Pirmple-reeps has been removed for the photo.

development stage of rural aviation.

► **Shaping of Federal certification for pilot and plane, opening additional state laws for licensing pilots or pilots.**

► **Encourage aggregation of aviation gasoline tax funds for aviation development purposes.**

Short national associations will be held again in September with time to be set later. More than 50 news reels and radio representatives covered the meeting.

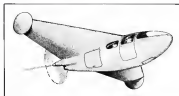
Development of airplanes with greater utility for farm use was a major discussion point at the Purdue meeting. Comments pointed to the four-place plane with wider door and removable seats for light cargo loading as the logical farm plane.

Urgent need for additional small airports and for more comprehensive aircraft insurance was emphasized both in discussion and by two of CAA's representatives, Blanche Hayes, advertising specialist, and John H. Golan, assistant to the administrator, for personal flying.

► **Flight Demonstrations.**—The four-state group, which organized as the "Flying Farmers of Pennsylvania," delivered for further consideration a suggestion to work with the national organization, but sent a delegation to the Milwaukee meeting.

Flight demonstrations of crop dusters, windmill lifting from planes were given during the meeting. Observers noted the progress with which farm craft took off at eight second intervals from the Purdue airport as the meeting closed.

Nolan McCarty, Miss Moore, Ill., was elected president of the four-state group. Other leaders at the meeting included David Friday, Hatfield, Mich., president of the Michigan group; Robert Craghton, Indiana; Insinger, and Norman Kinkorber, Bradford, Ill. The Purdue meeting was sponsored jointly by the university, the Prime Farmer magazine, and Station WLS, Chicago.



PUSH BUTTON PLANE DESIGN:

W. L. Lewis, Glendale, Calif., aeronautical designer proposes the design shown above as his idea of a four-place 200 hp personal plane which shows a maximum blending of fuselage and wing to gain maximum airflow efficiency. The estimated top speed of 225 and 134 cruising speed at sea level. Plans would be thermal pressure molded of low density material such as paper, plastic, or glass fabric, and would be designed for automatic production operation.

Shenker, operator of Illinois airport; John Hill, president, Wayne Aircraft Co., Atlanta; John Marsh, president, Macan Aircraft Service, Ed Turner, president, Palmco School of Aviation, Longrange; Lloyd Treadwell, operator of Concord airport; a representative of King Air Service, Milledgeville, Ga.; Stanwood, R. J. Brewster, operator of Western Flying Service, W. J. Kusan, manager of Columbia Airways; B. L. Wer, manager of Hawthorne Flying Service, Albany, N. L. Penning, Pine Air, Inc., Vidalia, and Joe Miller, P & B Flying Service, Tuscarora.

M. S. Davis Heads Georgia Aviation Trade Group

McClure & Davis, vice-president of Southeastern Air Service, Inc., Atlanta, was elected president of the newly-organized Georgia Aviation Trades Association, at a meeting attended by approximately 180 aviators and airport executives at Adel, Ga., recently. Other officers named are: Carson Chalk, president of South Georgia Flying Service, Adel; vice-president, Ben Bowering, head of Aero Corp., Atlanta; secretary and treasurer.

Members vigorously protested the recent establishment of a landing fee at Atlanta municipal airport, and will present a resolution and oral arguments supporting the protest, to the Atlanta City Council. The city now has no other field available to provide and commercial flyers, since Army and Navy airports are being up the Cobb County airport and the Naval Air Station.

The association chose 13 directors, six each from the northern and southern sections of Georgia. Glad-

winer, operator of Illinois airport; John Hill, president, Wayne Aircraft Co., Atlanta; John Marsh, president, Macan Aircraft Service, Ed Turner, president, Palmco School of Aviation, Longrange; Lloyd Treadwell, operator of Concord airport; a representative of King Air Service, Milledgeville, Ga.; Stanwood, R. J. Brewster, operator of Western Flying Service, W. J. Kusan, manager of Columbia Airways; B. L. Wer, manager of Hawthorne Flying Service, Albany, N. L. Penning, Pine Air, Inc., Vidalia, and Joe Miller, P & B Flying Service, Tuscarora.

A program calling for an aggressive attitude on state aviation legislation, establishment of fair trade practices, promotion of air safety and other aviation interests, is being developed. C. W. Chalk, Atlanta, CAA personal flying development specialist, was the principal guest speaker.

Globe Making Safty At 130 A Month Rate

Globe Aircraft Corporation built 330 all-metal two-place Stufts in July, and beginning August 1, stepped up production to eight planes a day, it was announced by President John Kennedy. Production is to be further stepped to twelve a day on September 1.

In addition to the production at Globe's plant at Fort Worth, Texas Engineering & Manufacturing Con-

pany, which has taken over part of the war-time plant operated by North American Aviation near Fort Worth is now turning out five Stufts a day on contract to Globe. This production is to be stepped up to eight a day by mid-September.

Wasp Reunion at Piper Will Precede Cab Flyway

First Reunion since V-J Day of women flyers who served in WASPs will be held at Lock Haven, Penna., Aug. 28-29 preceding a mass flyaway of 184 new Piper Cub planes to the National Air Races at Cleveland, Aug. 30.

Chas. Marsh, president of the Order of Philadelphia postwar organization of WASP members, said that between 280 and 300 of the total of 1168 women service pilots were expected to attend the meeting, and to fly the planes to Cleveland.

The flight competition in bond drawing and seal loadings will be held at Lock Haven. The flight of 184 planes believed to be the largest mass delivery of new light planes, will take off from Youngstown, Ohio before flying on a serial route over downtown Cleveland, and then over the Air Races runway open on that day. The planes will land at an Akron airport where they will land and remain until the National Air Races are over. Then the mass flight will separate for individual deliveries to various points in the middle west.

Ohio to Mark 800 Towns With Guides to Air Traffic

Campaign for attracting 800 Ohio motorists, started recently by the Ohio Aviation Board, opened with a warning to unmarked communities that unless they readily signposted their airfields plans to attract their community, the state highway department would paint the sign and across the city 350 A state law has been passed making signposting mandatory in all communities, and about 100 of them have already complied with new signs. CAA-approved marking system will be used throughout the state, which is expected to be the best air-embarked state in the Union when the program is completed.

Nation on Tour

The Ramon, North American Aviation's new four-place all-metal personal plane, is currently making a 12,000 mile flying tour of 33 major

Republic Bee Line Plans

The new Republic Thunder aircraft transport, first stepped in

February, Nov. 28, 1943) will follow the Bee Line emphasis to be the second in a line of personal type planes with many interchangeable parts, for greatest ease of repair and consequent lowering of cost.

According to unofficial industry reports, the Thunder, a five-seat personal plane, will utilize two 215 hp Franklin engines driving a common propeller shaft, and so arranged that either engine will supply enough power to keep up for pilot use for itself. The engine may be installed either vertically, or horizontally, side-by-side.

The Thunder mockup has been completed for some time. The plane is expected to utilize the same wing and engine as the Bee Line, the most often available design in the four-place Bee Line emphasis, now in production.

Republic President Alfred Marsh, when he first declared the existence of the Thunder, and he expected the plane would be priced around \$1,000, appears likely the tentative price will be raised. Mar-

shall said the plane was expected to cruise at about 175 mph.

No. 3 ship in the Republic Bee Line is the Thunder, a four-place version of the four-place emphasis. It will use the same 215 hp conventional, flat-tail, engine, and much of the same cabin arrangement, depending on the heavy weight of the Bee Line. No. 4 ship in the Bee Line, a small two-place 100 hp plane for sport flying and advanced training. It will use the same wing and engine as the Bee Line, but a different fuselage.

A possible fifth line plane may be a one place version of the four place.

Use of so many interchangeable parts in the line of planes, including standardization wherever possible of wings, wheels, alternators, stabilizers, maintenance parts, control systems, and other parts, will make possible greater volume of production on the relatively small number of parts required. Coupled with Republic's engineering facilities, this Bee Line plan seems likely to be another important step forward in personal plane mass production.

mine in this country. The plane is piloted by Betty Hayes, former WASP, and company officials are encouraging her on the tour.

Luxemburg Airline Sides \$2,340,000 in Six Months

During the first six months of 1946, Luxemburg Airline Corp., Dallas, said, 1,666 two-place 200-stall with a dollar sales volume of \$2,398,335, Leopold II P. Klotz.



MODEL V TO NAVY

The new two-place 85 hp. Cessna Model V airplane has drawn red paint and the Navy's white star insignia, following many of its previous predecessor Cessna-built mid-engine biplane target planes. The Navy took delivery at Wichita, recently of two Model V's for further radio-controlled experiments, on what was believed to be the first Navy "off-the-line" purchase of a standard pattern personal plane. Some of the previous Cessna target planes had engines of as much as 150 hp.



OPEN FOR BUSINESS:

First three Northwest Airlines DC-3s are shown arriving at Geiger Field, Spokane, Wash., after transfer of commercial operations from Fata Field to the Army-Navy base. Geiger will accommodate the four-engine equipment of TWA and United Air Lines monthly with its 6,000-ft runways, whereas Fata was considered inadequate for DC-1 operations. Part of the new runway administration building shown at right (AAP photo).

activities. Because of this stand, some airline officials looked with dismay upon PCA's recent action in applying to the Board for an exclusive system of all-cargo routes stretching west to Seattle, San Francisco, Los Angeles and San Diego, south to Riverside and Miami, and north to Boston.

The new routes would carry mail, express, freight and passenger air parcel part if the latter is approved by Congress. PCA's bid has been viewed in some quarters as an indirect endorsement of the non-subsidized carrier's arguments that all-cargo routes are needed.

New Pilot Pay Rates Accepted by TWA

The Airlines Regulatory Committee last week notified the White House and the Air Line Pilots Association that TWA could place in effect Aug. 6 wage rates and working rules recommended by the Presidential Emergency Board for pilots of four-engine planes (Airlines News, July 15).

The pilots' union at the time of the committee's recommendation had not indicated its position on the recommendations.

The new rules provide pay increases up to 36 percent for co-pilots in international service and base pay of first pilots in international service \$250 a year. Provisions also are made for increases in hourly and mileage pay for both domestic and international operation of liner planes. Rates will be retroactive to January of this year.

U. S. Chamber Backs Integrated Transport

Group thence would behind railroad-planned policy after membership vote.

The U. S. Chamber of Commerce last week threw its weight behind "integration of transportation," a policy which has long been championed by the railroad "trust" area. Transportation Association of America. The step was taken at the Chamber's Declaration of Policy which followed a referendum vote at its membership.

"Congress should take any necessary action to permit operation of one form of transportation service to operate either alone within reasonable territorial limits upon making an adequate showing . . . that it would be in the public interest and would not unduly restrain competition," the Chamber asserted. It also proposed that the government "encourage" operators of different forms of transportation to coordinate their services through contractual arrangements "under proper safeguards as the public interest."

Exclusion Conference Rate—The Chamber endorsed the "conference" method of rate-setting, with explicit rules sponsored by the regulatory body free from anti-trust provisions. (ICAR-approved airline rates are now exempt from Justice Department action, but ICC-approved rail rates are subject to anti-trust suit.) The House-passed Boreahill bill, which would place the railroads on the same basis with regard

to anti-trust action as the airlines, was killed off in the Senate before adjournment, primarily because of Justice Department opposition.

Fitting in with its plan for "a incentive" of transportation, the Chamber proposed "ultimately" a single regulatory transportation agency for "reasonable development generally" however, the Chamber supported separate regulatory bodies for the railroad, marine and the surface.

On domestic transport policy, the Chamber also favored:

1. A tax allocation formula which would prevent multiple taxation by several states of the assets of interstate carriers.

2. Continuation through 1947 of application of the tax carry-back provisions of the revenue laws for transportation companies, which have heavy deferred-taxation expenditures as a result of the war.

3. A minimum of state and local regulation of interstate carriers.

Support Free Air—On international transport, the Chamber reiterated its support of the Administration's "free air" policy aimed at extending American air commerce world-wide through removal of national air barriers.

An international conference should be called promptly for the purpose of removing such hindrances to international air and sea trade as flag discriminations, unnecessary and unduly elaborate passport visa, and customs requirements, and communications concerning the Chamber declared.

It also called for reduction of the Army and Navy air transport allowances to the maximum necessary with due study to be given the possibility of utilizing commercial airlines to meet military and naval transport requirements.

25,000 Vets Employed

More than 25,000 employees at the scheduled domestic airlines are veterans of World War II, according to the Air Transport Association, which says the figure represents nearly one-third of the total airline employees within the U. S. In addition to those employed domestically, ATA member airlines operating in Alaska, Central America and the Caribbean now have 1,900 World War II veterans, a recent survey found.

CAB Pacific Route Awards Lay Foundations for Globe-Girdling

Pan-American, TWA and Northwest tackle problem of closing world gaps in American flag service; India still a stumbling block.

Three American flag carriers—Pan American Airways, TWA and Northwest Airlines—last week took on the imposing task of selecting personnel, allocating equipment and laying plans for closing on their new global air routes.

CAB's Pacific route awards made PAA a round-the-world carrier and created a two-carrier global service around the world from TWA and Northwest, which connect at Shanghai. However, the world-girdling commercial operations—currently existing only on paper—will require many months for even partial development.

Pan-Am Route—Pan American's North Atlantic route through Europe and the Middle East to California (where it will meet with PAA's Pacific service) has been opened only as the Western Europe for the New Zealand link, Honolulu is the present western terminus of PAA's Pacific run.

TWA has proposed just Cape to Oklahe, South Africa, on its North Atlantic route, but there it is being blocked from continuing to Bombay by the inability of the State Department to secure landing rights in India. Both TWA's and PAA's North Atlantic routes to India were awarded over a year ago.

The gap which PAA must close stretches more than half way around the world from Vienna to Honolulu, while TWA and Northwest together must extend an equal distance from Oklahe to the continental U. S. via the Great Circle. Briefly, the Pacific decision awarded:

1. Northwest a seven-year certificate to operate from New York, Chicago and Seattle to Manila, Pili, via Manzanillo-St. Paul, Rangoon, Anchorage, the Aleutians, the Kuriles, Tokyo, Seoul, Korea, Hanko, Moshan and Taiwan, Nanking, Peking, Hankow and Shanghai, China.

2. PAA an extension from Manila to Batavia, Java, via Saigon and Singapore, from Hong Kong to North-Asia Route (Calcutta) via Rangoon, Bangkok and Bangkok, from Midway Island to Hong Kong via Tokyo and Shanghai, from Hawaii to Wake Island, and from Saipan, New Caledonia, to Sydney, Australia.

3. TWA an extension from southern India (Bombay) to Shanghai via Calcutta, Madras, Hong Kong and Canton.

4. Western Air Lines an extension from Los Angeles, Canada, to Edmonton via Calgary.

5. Pacific Northern Australia as an extension from Anchorage to Funafuti via Canton and Tahiti.

TWA and Northwest have already arranged plans for competition in their connecting round-the-world service, which is 30,000 miles—2,000 miles shorter than PAA's Jack Pogo, TWA president, said, coordinated schedules will be arranged along with co-termini service.

Northwest officials indicate that the carrier's new operations will first be extended to Alaska, possibly in less than two months. The next link, to Tokyo, may not have regular service before the end of the year.



New Pacific Route Fergs Global Link: The Civil Aeronautics Board's decision is the Pacific route now has made Pan American Airways a round-the-world carrier and created a second global service over the

combined routes of TWA and Northwest Airlines. Northwest overcame because one of the country's longest flag carriers when it was certified over North Pacific to the Orient via Great Circle route.

DC-4s will be used initially, followed next summer by Boeing Stratoverters. Present plans call for DC-4s to Alaska and bi-weekly operations to Tokyo. The DC-4s would return to Alaska and the Kaituma on route from Anchorage to Tokyo, but Stratoverters will make the trans-ship.

SAS Planning Two Atlantic Trips Weekly

Inauguration of DC-4 trans-Atlantic service to the U. S. by Boeing-Stratocruiser (Boeing-Stratocruiser) has been set for Sept. 10, with two round trips weekly scheduled at the outset. Stratoverters will be provided jointly by Danish (DOLA), Norwegian (NOLA) and Swedish International (SILA) Airlines.

The company, which now has seven DC-4s, has chosen Stockholm as headquarters. One of the weekly trips will be to Copenhagen, the other via Oslo.

Later this year, schedules will be increased to three weekly, and next spring, with delivery of Boeing Stratoverters, daily service will be provided and headquarters will be moved to Copenhagen.

Other new services
IBAMA—Extension of the Baltimore-Washington-Springfield route to St. Paul has been announced. The operations will be handled by the newly formed IBAMA and will be handled by the newly formed IBAMA.

North Coast Airlines—Regular pilot training flights will begin in 1948, preliminary to service to new destinations in the North Coast Airlines.

Kaiser Airlines—Regular pilot training flights will begin in 1948, preliminary to service to new destinations in the Kaiser Airlines.

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Panagra Peace Move To Meet Competition

The American Airways and W. C. Grace & Co. have been temporarily blocked the hatchet by agreeing to cooperate in meeting early and serious competition from foreign and U. S. carriers on the South American routes of Pan American-Ginco Airways (Panagra).

Conditioned upon approval by CAB, PAA and Grace, each half owners of Panagra, would establish daily through service between Miami and Buenos Aires via the west coast of South America without change of planes. Under a 98-year agreement, PAA would charter Panagra aircraft to operate non-stop with Panagra flight crews on PAA contracted routes between the Canal Zone and the U. S. South of the Canal Zone, the planes would operate over Panagra's routes.

While Miami would be the usual U. S. terminal, direct flights from New York, Washington, Boston and Chicago via Miami to west coast South American points and Buenos Aires are contemplated if PAA recovers domestic lines in CAB application now pending.

A controversy has long existed between PAA and Grace with re-

spect to the filing by Panagra of an application for extension of its area routes from the Canal Zone to the U. S. PAA's refusal to accept to such an application has thus far blocked the move, which has the backing of Grace.

CAB in its Latin American decision declared the PAA-Ginco policy deadlock within Panagra and insisted that Panagra should be enabled to apply for service to the east coast of the U. S. The agreement now up for approval provides that access but to a more limited degree than if Panagra were to establish routes from the Canal Zone to a U. S. route.

18 Air Lines Win No-fatality Award

United Air Lines, Delta Air Lines and Hawaiian Airlines last week were announced as group winners of the National Safety Council's 1948 Aviation Safety Awards.

Among the largest carriers (those having more than 100,000,000 passenger miles during the year), United was honored for the lowest accident rate. At the close of 1948, United had accumulated 1,658,775-334 passenger miles since its last fatal accident on May 1, 1942.

Delta, second winner among airlines flying from 50,000,000 to 100,000,000 passenger miles in 1948, has flown 311,548,155 passenger miles since its last fatal accident in 1935.

Hawanna, first among smaller carriers, has flown 82,807,894 passenger miles since a fatal accident.

Fifteen other airlines received Certificates of Safe Operation for perfect 1948 records. They are: TWA, Braniff, Northwest, Chicago and Southern, Western, Continental, Mid-Continent, Northeast, Panagra, Colonial, American Overseas, Eastern, Caribbean-Airline, Texas (Phoenix) and United, Mexico & Central.

Airlines Test Auto-Pilots For New Transport Use

PAA is trying out as one of its DC-4s the Agency A-12 Gyrfalcon, which it expects to be standard equipment on its Martin 202s and DC-4s. There is some doubt that the device will be installed on the latter's DC-4s.

Chicago's Southern announced some time ago that it was installing electronic pilots, manufactured by the Kellogg-Patterson Division of Bendix Aviation Corp. in its four engine equipment.

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DOUBLE DECORATION: Col. Robert M. Love, president of All American Airlines, Inc., and Mrs. Mary Harkness Love became the first husband and wife in Army history to be decorated simultaneously when Lt. Gen. Harold L. George, chief of the Air Transport Command, recently presented them with the Distinguished Service Medal and Air Medal, respectively.

Col. Love was cited for exceptionally meritorious and distinguished service as Deputy Commander, Ferrying Division, and later as Commanding Officer, West Coast Wing, ATC, from Sept. 1944, to Oct. 1946.

Mrs. Love was cited for meritorious achievement as pilot and executive officer for the Women's Air Force Service Pilots (WASP) from Mar. 1942, to Dec. 1944.

Inadequate Airports Seen As Block to Feder Lines

Inadequate airports, a serious problem to nearly all of the newly coordinated federations, may derivate half of the communication in Western Airways' New England routes of service when operations begin.

Joseph Gaudin, president, has announced he planned, however, that routes to the by-passed points would be inaugurated as soon as landing facilities are improved.

With service on Western routes probably will be Albany, N. Y., to Boston via Keene, N. H., and Lawrence, Mass. (by-passing Manchester, N. H., and Bennington, Vt.); Albany to Boston via Keene and Fitchburg, Mass. (thus by-passing Adams-North Adams, Greenfield and Lowell, Mass.); Albany to Boston via Springfield and Worcester, Mass. (by-passing Pittsfield, Northampton, Southfield and Framingham, Mass.); and Springfield to Boston via Hartford and Williamstown, Conn., and Providence, R. I. (by-passing Taunton and Brockton, Mass.).

Asks Port Authority Plan To Run Idlewild, LaGuardia

In a surprise move last week, New York Mayor O'Dwyer requested the Port of New York Authority to submit a proposal to handle New York City's Idlewild and LaGuardia airports. That seemed to add complications to an already heavily disputed matter regarding the New York fields.

All land limited operation of Idlewild is wanted by New York, but it is suggested a Port of New York Authority study might require about two months. Legislation in New York and New Jersey to enable the Authority to use revenue funds to back bonds for airports could not be enacted before Jan. 1, 1949.

However, Port of New York Authority (which consists of six members each appointed by governments of New York and New Jersey) promptly took the Mayor's plan under consideration, evidently favoring development of such a proposal. Meanwhile, politics thrust itself into the situation, it being pointed out that while New York City has a Democratic administration, Authority appointees are by a Republican governor. How-

ever, this did not perturb the Authority's members, who consider themselves non-partisan and point to their operation with an employee merit system.

SHORTLINES
► American has announced a program to improve airport facilities on its route from Dallas-Ft. Worth to New York and Miami City. Through American Airlines Co. Miami, AA will spend about \$100,000 in developing the Blueberry airport, and in conjunction with the Mexican government and other carriers will participate in improving the Miami City airport. Work on projects was completed. DC-4 service will be inaugurated to both cities. Of the 14th men hired or retained during the 12-month period ended last June 30, 1948, 100 per cent—over 4,715—were World War II veterans.

► New-Costume will start its first bi-weekly schedule (in addition to the regular 40 day) for winter sports equipment such as skis, fishing tackle and winterized tires in order to encourage use of its facilities by sportsmen.

► Northwest has started construction of the first unit of a new delta operating base at Logan International Airport, Boston. The base will house

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BEER BY AIR

One of the largest shippers of beer headed by a commercial carrier was flown recently from New York, Minn., to St. Paul, Tex., by American Airways for delivery to a St. Paul, Minn., distributor.

The beer was loaded in the Texas city and transferred across the Rio Grande to Austin by truck. Over 150 cases were in the shipment, which was carried by a C-54 of AA's contract cargo division that had just flown a load of two to Minneapolis from Memphis.

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New York
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Baltimore

TRANSPORT — 33

Airlines Exceed 1944 Auto Safety

OFFICIAL AEROSPACE by the National Safety Council last week of its *Airline Safety Awards for 1945* reveals that it was safer to fly by scheduled airline last year than it had been to travel by motor car in 1944. The Council's 1945 automobile traffic figures have not been released.

Still hampered by glaring headlines and long stories in the press about every air accident, far out of proportion to motor car wreck publicity, airline people are constantly asked by the public, "When is flying going to be safe?"

Such facts as the following should be better publicized:

Two airlines, Hawaiian and Northeast, have never had a fatal accident in their history. Northwest, one of the oldest lines in the country, did not have a fatal accident until last year.

In 1945, 18 U. S. scheduled airlines operated without a single fatal accident.

This means that for domestic flying there were 2.2 passenger fatalities for each 100,000,000 passenger-miles flown, the same figure as in 1944, despite considerably increased operations. The overseas rate was 3.0.

In 1944, according to the National Safety Council, the corresponding rate for automobiles and trucks was 2.9 passenger fatalities for each 100,000,000 passenger-miles.

Only 13 years earlier, in 1930, the airline rate was 28.37.

Last year, U. S. Airlines ran up the astronomical total of 3,564,830 miles in domestic commercial service and 6,430,000 miles in international commercial flights per accident of any kind, major or minor.

There were 76 passenger fatalities domestically against 80 in 1944, but the number of passenger-miles operated increased so heavily that the result was a record of 47,398,421 passenger-miles flown per passenger fatality as compared with 45,282,276 in 1944. There were eight fatal accidents in 1945; five in 1944. The domestic overseas flew 36,125,000 miles per fatal accident last year.

U. S. Flag overseas lines operated 39,806,090 passenger-miles per passenger fatality, and 18,490,000 miles per fatal accident. There were 17 passenger fatalities against 20 in 1944.

(So far in 1946 there have been four fatal accidents in domestic scheduled airline service, involving death to 25 passengers and 13 crew members. There have been no fatal accidents in U. S. Flag international services this year. The best safety record of the industry was made in 1943, when the airline fleet was cut drastically by the war. There were two fatal accidents, with a rate of 1.34 passenger fatalities per 100 million passenger-miles. The 1943 passenger traffic was less than half that of last year.)

According to the National Safety Council, basing its computations on CAA statistics, United Air Lines up to the end of the year had flown more passenger-miles without a fatal accident than any other U. S. carrier, and it was the national winner for the second consecutive year. Its last fatal accident was in 1942.

In the airline group flying from 30,000,000 to 125,000,000 passenger-miles last year, Delta was given top award. Its last fatal accident was in 1945.

In the group operating less than 30,000,000 passenger-miles last year, Hawaiian Airlines was awarded first place.

The complete list of airlines which operated without a passenger fatality in 1945 follows, with the number of passenger-miles accumulated since their last fatality.

United Air Lines.....	1,709,972,294
Transcontinental & Western Air.....	602,644,114
Boeing Airway.....	490,554,568
Northwest Airlines.....	486,000,978
East Air Lines.....	371,146,075
Chicago & Southern.....	371,113,270
Western Air Lines.....	359,918,948
Continental Air Lines.....	323,855,243
Mid-Continent Airlines.....	314,542,400
Northeast Airlines.....	30,043,084*
Pan American-Grace Airways.....	79,294,402
Bureau Air Lines.....	76,203,684*
Oncol.....	32,112,790
Island Air Lines.....	29,445,447
American Overseas Airlines.....	29,072,445
Island Air Lines.....	24,229,400
Continental Atlantic Airlines.....	1,941,713
Delta, Atlantic & Central.....	1,891,713
South Sea Line Primary.....	1,408,269

*Never a fatal accident.

In addition to the group winners, the remaining 13 Airlines will receive Certificates of Safe Operation from the Council for perfect 1945 records.

ROBERT H. WOOD



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A SONG OF

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So you've got a few ideas for singing? Well, being air-minded ourselves, we say, more power to you! You're headed for a better way of getting places and doing business. And we think you're headed OUR way too.

You'll probably be landing that Luscombe 80 over at various big and small fields dotting America's great Middle West—on Phillips terrain. So keep an eye peeled for our "id" sign.

It means, "Here's where I get Phillips Aviation Products!" Yes, instruments that help keep things phlying... especially manufactured U.S. LEADED 80 octane gasoline for better performance and a closer margin. (We TOLD you we were air-minded!)

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The activities of any corporation are limited by the capacity of its responsible executives. But a corporation can provide "psychic income" for its executives by providing them with the highest standard of transportation. This allows them to accomplish their duties with less effort and to spend more time with their families or in recreational activities. The use of a Model 18 Beechcraft as an *executive transport* expands the capacity of corporation executives and at the same time reduces the loads placed upon their shoulders by providing them with comfortable and relaxing transportation. Having the highest standard of speed, the Beechcraft makes less difficult the task of coordinating far-flung activities and actually increases both the productive time and the recreational opportunities of its busy users by drastically reducing travel time.

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